

thereafter be continuously published in the Airport/Facility Directory.

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Issued in College Park, Georgia, on December 13, 1996.

Benny L. McGlamery,
Acting Manager, Air Traffic Division Southern Region.

[FR Doc. 96-32698 Filed 12-23-96; 8:45 am]

BILLING CODE 4910-13-M

14 CFR Part 71

[Airspace Docket No. 96-ANM-25]

Amendment of Class E Airspace; Pullman, Washington

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action amends the Pullman, Washington, Class E airspace to accommodate a new Standard Instrument Approach Procedure (SIAP) to the Pullman/Moscow Regional Airport.

EFFECTIVE DATE: 0901 UTC, March 27, 1997.

FOR FURTHER INFORMATION CONTACT: James D. Lambert, Operations Branch, ANM-532.3, Federal Aviation Administration, Docket No. 96-ANM-25, 1601 Lind Avenue S.W., Renton, Washington 98055-4056; telephone number: (206) 227-2538.

SUPPLEMENTARY INFORMATION:

History

On September 20, 1996, the FAA proposed to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) to amend Class E airspace at Pullman, Washington, to accommodate a new SIAP to the Pullman/Moscow Regional Airport (61 FR 49425).

Interested parties were invited to participate in the rulemaking proceeding by submitting written comments on the proposal. No comments were received.

The coordinates for this airspace docket are based on North American Datum 83 Class E airspace areas extending upward from 700 feet or more above the surface of the earth are published in paragraph 6005 of FAA Order 7400.9D dated September 4, 1996, and effective September 16, 1996, which is incorporated by reference in 14 CFR 71.1. The Class E airspace listed in this document will be published subsequently in the Order.

The Rule

This amendment to part 71 of Federal Aviation Regulations amends Class E

airspace at Pullman, Washington. The FAA has determined that this regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. It, therefore, (1) is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under DOT Regulatory Policies and Procedures (44 FR 11034; February 26, 1979); and (3) does not warrant preparation of a regulatory evaluation as the anticipated impact is so minimal. Since this is a routine matter that will only affect air traffic procedures and air navigation, it is certified that this rule will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

List of Subjects in 14 CFR Part 71

Airspace, Incorporation by reference, Navigation (air).

Adoption of the Amendment

In consideration of the foregoing, the FAA amends 14 CFR part 71 as follows:

PART 71—[AMENDED]

1. The authority citation for 14 CFR part 71 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40103, 40113, 40120; E.O. 10854, 24 FR 9565, 3 CFR, 1159-1963 Comp., p. 389; 14 CFR 11.69.

§ 71.1 [Amended]

2. The incorporation by reference in 14 CFR 71.1 of the Federal Aviation Administration Order 7400.9D, Airspace Designations and Reporting Points, dated September 4, 1996, and effective September 16, 1996, is amended as follows:

Paragraph 6005 Class E airspace areas extending upward from 700 feet or more above the surface of the earth.

* * * * *

ANM WA E5 Pullman, WA [Revised]
Pullman/Moscow Regional Airport, WA
(lat. 46°44'38"N, long. 117°06'35"W)
Pullman VOR/DME
(lat. 46°40'28"N, long. 117°13'25"W)

That airspace extending upward from 700 feet above the surface within a 4-mile radius of the Pullman/Moscow Regional Airport, and within 1.7 miles each side of the Pullman VOR/DME 232° and 047° radials extending from the 4-mile radius to 7 miles southwest of the VOR/DME, and the airspace within a 27-mile radius of the Pullman VOR/DME extending clockwise from the 342° radial to the 060° radial of the VOR/DME; that airspace extending upward from 1,200 feet above the surface within 7.8 miles northwest and 5.2 miles southeast of the Pullman VOR/DME 052° and 232° radials

extending from 15.2 miles southwest to 6.5 miles northeast of the VOR/DME.

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Issued in Seattle, Washington, on November 22, 1996.

Glenn A. Adams III,
Assistant Manager, Air Traffic Division, Northwest Mountain Region.

[FR Doc. 96-32700 Filed 12-23-96; 8:45 am]

BILLING CODE 4910-13-M

14 CFR Part 71

[Airspace Docket No. 96-ANM-026]

Amendment of Class E Airspace; Forsyth, MT

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action amends the Forsyth, Montana, Class E airspace to accommodate a new Global Positioning System (GPS) Standard Instrument Approach Procedure (SIAP) to the Tillitt Field Airport.

EFFECTIVE DATE: 0901 UTC, January 30, 1997.

FOR FURTHER INFORMATION CONTACT: James C. Frala, Operations Branch, ANM-532.4, Federal Aviation Administration, Docket No. 96-ANM-026, 1601 Lind Avenue S.W., Renton, Washington 98055-4056; telephone number: (206) 227-2535.

SUPPLEMENTARY INFORMATION:

History

On October 7, 1996, the FAA proposed to amend part 71 of the Federal Aviation Regulations (14 CFR Part 71) to amend Class E airspace at Forsyth, Montana, to accommodate a new GPS SIAP to the Tillitt Field Airport (61 FR 52397).

Interested parties were invited to participate in the rulemaking proceeding by submitting written comments on the proposal. No comments were received.

The coordinates for this airspace docket are based on North American Datum 83. Class E airspace areas extending upward from 700 feet or more above the surface of the earth are published in paragraph 6005 of FAA Order 7400.9D dated September 4, 1996, and effective September 16, 1996, which is incorporated by reference in 14 CFR 71.1. The Class E airspace listed in this document will be published subsequently in the Order.

The Rule

This amendment to part 71 of Federal Aviation Regulations amends Class E

airspace at Forsyth, Montana. The FAA has determined that this regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. It, therefore, (1) is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under DOT Regulatory Policies and Procedures (44 FR 11034; February 26, 1979); and (3) does not warrant preparation of a regulatory evaluation as the anticipated impact is so minimal. Since this is a routine matter that will only affect air traffic procedures and air navigation, it is certified that this rule will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

List of Subject in 14 CFR Part 71

Airspace, Incorporation by reference, Navigation (air).

Adoption of the Amendment

In consideration of the foregoing, the FAA amends 14 CFR part 71 as follows:

PART 71—[AMENDED]

1. The authority citation for 14 CFR part 71 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40103, 40113, 40120; E.O. 10854, 24 FR 9565, 3 CFR 1959–1963 Comp., p. 389; 14 CFR 11.69.

§ 71.1 [Amended]

2. The incorporation by reference in 14 CFR 71.1 of the Federal Aviation Administration Order 7400.9D, Airspace Designations and Reporting Points, dated September 4, 1996, and effective September 16, 1996, is amended as follows:

Paragraph 6005 Class E airspace areas extending upward from 700 feet or more above the surface of the earth.

* * * * *

ANM MT E5 Forsyth, MT [Revised]

Forsyth, Tillitt Field, MT

(Lat. 46°16'16"N, long. 106°37'26"W)

Forsyth NDB

(Lat. 46°16'10"N, long. 106°31'03"W)

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Tillitt Field, and within 3.5 miles north and 4.3 miles south of the 075° bearing from the Forsyth NDB extending from the NDB to 8.7 miles east of the NDB; that airspace extending upward from 1,200 feet above the surface bounded on the north by the south edge of V-120, on the south by the north edge of V-2, and on the west by long. 107°00'00"W; excluding that portion which overlies the Miles City, Frank Wiley Field, MT, Class E airspace area.

Issued in Seattle, Washington, on December 9, 1996.

Glenn A. Adams III,

Assistant Manager, Air Traffic Division, Northwest Mountain Region.

[FR Doc. 96–32699 Filed 12–23–96; 8:45 am]

BILLING CODE 4910–13–M

14 CFR Part 71

[Airspace Docket No. 95–AWP–3]

Establishment of Class E Airspace; Grand Canyon-Valle Airport, AZ

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; correction.

SUMMARY: This action corrects errors in the geographic coordinates of a final rule that was published in the Federal Register on November 21, 1996 (61 FR 59180), Airspace Docket No. 95–AWP–3.

EFFECTIVE DATE: 0901 UTC January 30, 1997.

FOR FURTHER INFORMATION CONTACT: William Buck, Airspace Specialist, Operations Branch, AWP–530, Air Traffic Division, Western-Pacific Region, Federal Aviation Administration, 15000 Aviation Boulevard, Lawndale, California, 90261, telephone (310) 725–6556.

SUPPLEMENTARY INFORMATION:

History

Federal Register Document 96–29818, Airspace Docket No. 95–AWP–3, published on November 21, 1996 (61 FR 59180), established the description of the Class E airspace area at Grand Canyon-Valle Airport, AZ. An error was discovered in geographic coordinates for the Grand Canyon-Valle Airport, AZ, Class E airspace area. This action corrects that error.

Correction to Final Rule

Accordingly, pursuant to the authority delegated to me, the geographic coordinates for the Class E airspace area at Grand Canyon-Valle Airport, AZ, as published in the Federal Register on November 21, 1996 (61 FR 59180), (Federal Register Document 96–29818; page 59180, column 3, and page 59181, column 1), are corrected as follows:

§ 71.1 [Corrected]

* * * * *

AWP AZ E5 Grand Canyon-Valle Airport, AZ [Corrected]

Grand Canyon-Valle Airport, AZ
(lat. 35°39'03"N, long. 112°08'47"W)

On page 59180, column 3, and page 59181, column 1, the airspace description for Grand

Canyon-Valle Airport, AZ, is corrected to read as follows:

That airspace extending upward from 700 feet above the surface within a 6.4-mile radius of the Valle Airport and within 1.4 each side of the 021° bearing from the Valle Airport extending from the 6.4-mile radius of the Valle Airport to 8 miles northwest of the Valle Airport and within 2 miles each side of the 201° bearing from the Valle Airport extending from the 6.4-mile radius of the Valle Airport to 10 miles southwest of the Valle Airport. That airspace extending upward from 1,200 feet above the surface bounded by a line beginning at lat. 35°42'30"N, long. 112°00'03"W; to lat. 35°18'30"N, long. 112°00'03"W; to lat. 35°24'00"N, long. 112°21'30"W; to lat. 35°34'00"N, long. 112°20'30"W; to lat. 35°38'30"N, long. 112°17'30"W; to lat. 35°38'30"N, long. 112°07'03"W; to lat. 35°42'30"N, long. 112°07'03"W, thence to the point of beginning.

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Issued in Los Angeles, California, on December 10, 1996.

Leonard A. Mobley,

Acting Manager, Air Traffic Division Western-Pacific Region

[FR Doc. 96–32694 Filed 12–23–96; 8:45 am]

BILLING CODE 4910–13–M

14 CFR Part 95

[Docket No. 28764; Admit. No. 400]

IFR Altitudes; Miscellaneous Amendments

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts miscellaneous amendments to the required IFR (instrument flight rules) altitudes and changeover points for certain Federal airways, jet routes, or direct routes for which a minimum or maximum en route authorized IFR altitude is prescribed. This regulatory action is needed because of changes occurring in the National Airspace System. These changes are designed to provide for the safe and efficient use of the navigable airspace under instrument conditions in the affected areas.

EFFECTIVE DATE: 0901 UTC, January 30, 1997.

FOR FURTHER INFORMATION CONTACT: Paul J. Best, Flight Procedures Standards Branch (AFS–420), Technical Programs Division, Flight Standards Service, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, D.C. 20591; telephone: (202) 267–8277.